

The Western waters, almost, we might say, daily. We therefore for this purpose, propose the word *Fluricide*, which is derived from the Latin words *furius* a river, and *cidere*, to slay, which, combined, will give us, literally, death by river. If New Yorkers are justified in having their "Victicide," or death by railroad, who will deny the privilege of our "Fluvicide," after such terrible accidents as the Sultans, Missouri, Carter, Miami, Niagara, and the many other ones of lesser note.

It is a fact worthy of especial mention, that during the three or four months past, the losses of the Atlantic and Mississippi Steamboat Company are unparalleled, and

any on this continent, or even in Europe, whose losses will compare, in so short a space of time, to those of the Atlantic and Mississippi Steamship Company. A survey glance at these recent disasters will surely fact the fact of the loss of four first-class steamers, viz.: The Ben Suckley, Niagara, disour, and W R Carter, all of which have proven complete losses, as this Company does not insure its property. As we estimate the losses on the value of the boats alone, cannot fall short of \$600,000, and the rights on board at the time of the occurrences can safely be set down at about \$300,000 more! Thus, it will be seen, that very near one million and a half of dollars have

The loss of property, which pales into utter insignificance when compared with the tremendous sacrifice of human lives. Over two hundred lives! What a shudder it sends through one to think of it, and what commentary does it furnish upon the safety or surety of river travel under such auspices!

The last of these sad occurrences, was the explosion of the steamer W. R. Carter, about 3 o'clock, on Friday morning last, about thirty-five miles this side of Vicksburg, on the Mississippi river. The steamer had on board thirty-eight. A large number of lives were lost, and the boat and cargo largely totally destroyed. The following persons are known to have been lost: Mrs.

Richardson and three children, of New Orleans; Mrs. Gibbons, Mrs. Wolf, Mrs. Rice of Cincinnati; Mrs. Aslerman, Texas; Mrs. Moore, Mrs. Morris, Columbus; Mrs. Lamand. Many others were landed and otherwise injured. The steamer Evening Star brought many of the saved to Vicksburg, some were transferred to the steamer Anna, bound for this place. The officers and men of the Evening Star rendered all the assistance possible to the sufferers. The engineer was saved; he assigns no cause for the explosion. At the time it occurred the machinery was working smoothly, and the boat going slowly. The steamer Emerald picked up three floating bodies whose names are unknown.

In addition to the above, which reaches us through private telegrams, we learn that the Santa Express Company had on board the darter, a safe containing the sum of \$200,000 belonging to the United States Government. The safe should have been delivered at this point, but by some oversight of the officers of the boat, the safe was carried farther on. As the room of the Express Company was situated immediately over the boilers of the Carter, the presumption is that everything in the room was blown to atoms.

We are informed, also, by telegraph, that the tug-boat Baltic exploded her boilers, at Balize, on yesterday morning, and sunk.

The Russo-American Telegraph.—Mr. Collins, projector of the overland telegraph Russia, delivered a lecture on the subject New York on the 14th of December, and made in the course of it the following statements. He said that between the city of New York and Peking thirty-nine miles of water intervened, and that the remainder of the distance is a practical land route, between Cape Clear, in Ireland, and the great Amoor river, in Asia, there is an unbroken line of communication; also, between Peking and the Amoor river, in British Columbia and New York. These lines are about 14,800 miles in length, leaving a gap in the belt of communication of 1,000 miles. The Emperor of Russia has agreed to complete the line through Asiatic

to be completing a series of experiments with the Nippon Electric Telegraph Company, and to connect the line to that point. Although many obstacles would be met with, all the route was practicable. On the Russian side there was only one tribe of nations not subject to Russian authority. Repeating instruments will be introduced every 500 or 500 miles, which, without the aid of human touch, will transmit a message to the next station. The lecturer gave an original force to a message to carry it along. The lecturer referred to the capacity of various instruments to transmit messages, varying from 900 to 2,800 words an hour. The sun will shine on the proposed line twenty-one hours and twelve minutes a day, so that a fair idea can be formed of the amount of business the proposed company will do. The capital of the company is \$10,000,000, 15 per cent of which has been paid in. During the past year 400 miles of the telegraph lines have

expected that 300 or 600 miles additional will be completed in the current year. Mr. Collins read a letter which he had just received from the Minister of Post Telegraphs in Russia, stating that a vessel had been placed at the disposal of the company for the purpose of making surveys on the Pacific coast. The lines, he said, will be completed in 1867.

Emerson Etheridge, in a recent lecture, thus tells what Gov. Brownlow is doing:

It is well known that Brownlow and his associates are now engaged in writing the prominent Radicals in this city, urging the continuance of military rule and military commissions, and asking that the Southern representatives may be refused admission to their opposition to free and legal elections as notorious, while their denunciations of the principles of the message are wholly un-

The Supreme Court of Louisiana has ruled that Confederate money deposited with a banker created no contract which can be recognized.

A convention has been called to meet at Louisville on the 1st of May, which is intended to combine all shades of the "pro-southern sympathizing Kentucky" "Conservative" element.